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for weary months—all but under the work of Foch and the armies at his back. Let this league talk to no immediate purpose give place to deeds comparable in the halls of conference to the deeds of Foch on the fields of battle, or the very fruits of the victory at war may be lost on half a continent where the battles were fought and won.

Peace should come at an early stroke of the clock for Europe, for the Old World—for the whole of God's footstool. Then Mr. Wilson's league or any league can have all the time it requires to transform it, if such a thing be possible, from a vague longing into a specific principle, from a shapeless, meaningless dream into a practical, workable fact.

Get the peace treaty ready for signing and let Europe go back to work!

Egypt in Revolt.

The recent recall of General Allenby from Palestine to take command of the military forces along the Nile had prepared England for the statement of Winston Churchill, the British Secretary for War, in the House of Commons that "the whole of Egypt is virtually in a state of insurrection." The situation, the danger in which the Secretary does not attempt to minimize, is due to the activity of the Nationalists, who have found the present after war condition an opportune time to press their demands for a greater degree of self-government in Egypt.

The Nationalist party has been in existence since the beginning of the British rule in Egypt. It did not, however, assume a seriously aggressive attitude until the retirement of Lord Cromer as the British agent and Consul-General. He had made Egypt a modern civilized nation and had brought to it a greater prosperity than it had enjoyed for ages. But at the same time his rule had practically replaced that of the Khedive and his exacting control of affairs had repressed any organized native opposition.

His successor, Sir Eldon Gorst, had scarcely been named before the Nationalists, backed by a Pan-Islamic movement, began an agitation that was noisy but ineffective. At the beginning of the war the party was used by the Germans and the Turks in an attempt to spread the German propaganda; but as Egypt remained loyal to the British Government it was generally accepted that the opposition of the Nationalists as a party to the British rule had practically ended.

Instead of this, however, they have renewed their former agitation and led by the radical members of the party are demanding complete independence of British rule. In the past two distinct elements of the Egyptian population have opposed this extreme measure. The moderates, who represent a large body of the conservative people of the country, did not believe that Egypt was sufficiently advanced to undertake self-government. The peasants, the fellahs, who found their rights for the first time in centuries respected, were as a body contented under British rule and could see no advantage in substituting for it control by native politicians.

The British interests in the Suez Canal make the security of Egypt a matter of supreme importance to the empire. This was one of the strongest reasons for the declaration of a protectorate over the country in December, 1914; and that Great Britain will abandon this protectorate at the present time is not to be considered. But it is not improbable that she will grant some of the reforms, which have been promised and which are favored by many English statesmen, and that the Egyptians in the future will exercise a greater control over their own internal affairs than they have in the past.

An Appeal That Jean Jaures Was to Make to Mr. Wilson.

The doors of evidence in French courts are much wider than in the tribunals where English is spoken, so it is not so surprising to read, in an account of the trial of the man who is charged with the murder of Jean Jaures, a speech on politics. A witness, PIERRE RENAULT, who succeeded JAURES as the head of the French Socialists, quoted JAURES as saying, a little before he was assassinated on July 31, 1914, that President Wilson was the only man who could prevent war. Mr. RENAULT continued:

"The assassin's bullet stopped JAURES's appeal to President Wilson's arbitration. I will not say war would have been avoided, but if arbitration had been accepted time would have appeared as a criminal in the eyes of the world, and America would have entered the war two years sooner."

The reader is left to wonder whether RENAULT has magnified in his own mind the persuasive qualities of JEAN JAURES, or whether he is ignorant of the fact that the people of the United States, including President Wilson, who was constantly in this country in the summer of 1914, were kept very well informed by the newspapers of what was going on in Europe. They knew that Great Britain, endeavoring to substitute arbitration for conflict, had bowed almost to the dust. Every European nation except Germany and her tool, Austria, was for checking the march of the waiting armies. America was utterly apart from all this in the last days of JAURES. Not until the invasion of Belgium, five days after the Socialist leader's death, was there a suggestion that the United

States had moral obligations beyond remaining neutral. As to Mr. RENAULT's talk about Germany's being "regarded as a criminal," a majority of Americans viewed her as such when she broke the Belgian treaty. It was that crime, rather than her refusal to arbitrate, which stirred America against Germany even before Germany began to kill Americans at sea.

Whatever Mr. RENAULT may think of the diplomatic abilities of JAURES, that scholar Socialist could not, we believe, have caused Mr. Wilson to do more than he did. To obtain a friendly, even admiring, view of the President's attitude in the early days of the war let us quote from the biography of Mr. Wilson published in 1915 by Professor HENRY JONES Foss of Princeton University:

"If President Wilson had acted in a spirit of knight errantry he might have avoided the reproaches now heaped upon him by those who view the case through the medium of their sympathies. What he did do was to make the welfare of his own country the guide of his actions. . . . The duties of trusteeship, whether public or private, are confined to actual and definite obligations. All the objections raised against Wilson's course apply quite as fully to WASHINGTON'S course, and the principle involved in both cases is the same—the principle of trusteeship."

"The duties of trusteeship," "actual and definite obligations," "WASHINGTON'S course"—how strangely these phrases sound now when it is remembered that they were written in praise of Mr. Wilson. An admiring biographer of 1915 might not be likely to speak scornfully of "a spirit of knight errantry." But it is necessary to quote the phrases here to show how ridiculous is the belief of the French Socialist that JAURES could have prevented, by an appeal to the President of the United States, the inevitable calamity of Europe.

Adam's Birthday.

The subjoined communication is in regard to a birthday celebration which should appeal to everybody between Tuckahoe and Thibet:

"TO THE EDITOR OF THE SUN:—In connection with the recovery of Jerusalem and, in consequence, the Tomb of ADAM (see 'Tribunes' column, page 187), I have seen no mention of the appropriate celebration of the birthday of our common ancestor. Has this been overlooked? I enclose a clipping from one of our local papers. Has THE SUN been asleep at the post that this important event has had no mention?" WILLIAM H. KELSER.

"LANCASTER, Pa., March 26."

The clipping to which our correspondent refers is from the Lancaster Daily Examiner and it announces that ADAM'S birthday is March 25, and continues:

"Our authority for the exact date of ADAM'S birth is a history by Captain JOHN STREVS, published 'Mar Stationers' Hall, London, in 1761. We quote the following passage from chapter 1: 'When the Divine Artificer, Author of Nature, had in six days created the heavens and earth, waters, trees, plants, flowers, sun, moon, stars, birds, fishes and beasts, at the end of that time, which was upon a Friday, the 25th of March, he at last created our first parent, ADAM.'"

Captain STREVS, who was one of the soldiers of JAMES II., was a good bit of a historian, but we had always credited him with a more exact knowledge of Portugal than of the Garden of Eden. In the present case, however, he is delightfully definite, a quality to be desired in historians. If the creation began on Sunday, and if ADAM was made to live on the sixth day, then certainly he was born on Friday.

But the month and the day of the month: these must have been more difficult for JOHN STREVS to arrive at. He may have relied on Genesis and the reference to the planting of the garden "eastward in Eden" where ADAM was put. Captain STREVS, casting back 5700 years in the calendar, may have calculated that the first Friday of the spring of 4004 B. C. was March 25.

Certainly we should have an ADAM'S birthday and celebrate it with the clicking of glasses of ADAM'S ale and the undulation of our ADAM'S apples. The Bolsheviks will be excused from joining the festivities, as ADAM was the discoverer of work.

Honors for the Coast Guard.

The United States Coast Guard lost seven commissioned officers, four warrant officers (one acting) and 100 enlisted men on the night of September 26, 1918, when the cutter Tampa was sunk in Bristol channel, supposedly by a German torpedo. In accidents, collision and by drowning from April 6, 1917, to November 30, 1918, the guard lost one warrant officer (acting) and twenty-one enlisted men. One commissioned officer, two acting warrant officers and fifty-six enlisted men died from natural causes in the same period. Thus this service counts its war losses at 192.

Sixty-one members of the Coast Guard, nineteen of them commissioned officers, seven warrant officers and thirty-five enlisted men, were commended for courageous and heroic action from the time the United States entered the war until November 30, 1918. These commendations included "letters of appreciation" from the British Admiralty for services rendered on such occasions as the loss of H. M. S. Cowslip, praise from the senior American naval officer at Gibraltar for "zealous conduct in volunteering and endeavoring to navigate the torpedoed steamer Wellington into port," commendation for

the rescue of the crew of the British steamer Mirlo, which was blown up, supposedly by a mine, her cargo of gasoline and oil igniting and spreading over the water, and commendation for "courage, heroism and efficiency" shown at the destruction of the Gillespie shell loading plant at Morgan, N. J.

In addition to these distinctions one commissioned officer and five enlisted men of the Coast Guard were commended for "acts of personal bravery," and twelve commissioned officers, thirteen warrant officers and twenty-three enlisted men were commended for "efficient and noteworthy action."

The activities of the Coast Guard during the war extended to practically all parts of the theatre of naval war, besides their customary places of activity. The record of their performances is highly creditable; as in other wars, the men proved themselves worthy of the confidence and applause of the public they serve and which only occasionally hears of their deeds.

Our Bolsheviks.

With a few exceptions the individuals in the United States who are now parading themselves as Bolsheviks are familiar figures. Most of them have been quick in the past to see the advertising value of fresh names for old radicalism. Whenever a new cult in opposition to established social institutions has arisen abroad they have promptly imported its title and as much of its philosophy as their not commodious heads were able to hold.

The fact that these transplanted agitations derived their importance in the lands of their origin from conditions that do not exist here has been ignored by their importers. The obvious folly of a campaign against autocracy in a country where there is no autocracy has never dampened the ardor of those whose principal purpose was to shock their neighbors and win a little notoriety without endangering their safety or comfort.

Now all the reds and radicals call themselves Bolsheviks, using that new word of power which is guaranteed to scare the conservatives blue. All hands from experienced statesmen to newly appointed policemen are supposed to tremble when the word is passed "Here come the Bolsheviks!" Yet the slightest examination shows that this terrifying cry is raised by the same old gang of economic impostors and half baked social reformers that has been threatening the country with ruin ever since Socialism became a parlor game.

The largest membership anybody has been able to puff up for the Bolsheviks here is something in the neighborhood of 4,000. That is not a far inspiring total. In fact, it is rather ridiculous, for there should be more than 6,000 folks in New York anxious to join any crazy society that might be organized.

Blonde Vampires, Take Warning!

Judge BOETTNER of Newark, N. J., has begun a crusade against vampires, and being a wise man has attempted to establish at the beginning of his effort a definition which shall enable anybody to identify these dangerous creatures at a glance:

"A vampire is a woman who flirts on the streets with men, bleaches her hair, camouflages her face and disfigures herself with clothes and gives wrong names, but is unable to change her eyes or dimples."

For many years THE SUN has applauded every effort to protect men from the onslaughts of flirtatious women, and we wish Judge BOETTNER the greatest success in his laudable enterprise. Nevertheless, his definition does not square with the highest motion picture understanding of the appearance of a vampire.

The most accomplished, successful, alluring and conspicuous vampire of the screen is a lady of the pronounced brunette type. She has vamped her way through thousands of miles of film and become familiar in her professional activities to millions of young, adolescent and aged Americans. To them she is the pattern and model of all vampires, and the exclusion of dark women from the Boettner classification will not inspire the multitude with confidence in his experience or judgment.

Perhaps Judge BOETTNER intends to begin the great anti-vampire drive against blondes only, and eventually hopes to widen the field of his activities to include the brunettes. If this is his purpose, he has committed a tactical blunder. He should have started out against the brunettes, because to-day the great heart of the people recognizes in the brunette the queen of all the vampires.

However, let the protection of man go on. It is a hopeful sign of the advancing times.

Peace deferred maketh the world sick.

With martial law proclaimed throughout Hungary, any one not a laborer will be fined \$2,000 if discovered drinking liquor. That's "no work, no beer" with a vengeance!

The New York Police Department and General HIXENBUEG once thought that they had invulnerable lines.

How clear, elaborate, explanatory are the bulletins furnished by the pitiful publicity agent of the Supreme War Council, a body of eminent statesmen now deliberating on the fate of the world and sitting in Paris, France, to the army of press correspondents who, the enlightened, reveal to countless millions the precise conclusions and meanings thereof of open conversations openly arrived at! Thus: "The American proposals concerning the powers of the Teutonic commission were adopted." In surging, tense-eyed masses surrounding our city's bulletin

boards tears flowed freely and thousands acclaimed the prayed for victory of Teutonic-blessed name! One soldier boy's mother was even heard to exclaim, "I wonder when my Johnny will be coming home from over there!"

Dr. GOTTLIEB VON JAGOW, former Foreign Secretary, is devoting himself to art and literature in Potsdam—Bismarck's home.

Black art and Red literature?

After Peace has been wandering on the many roads to Paris it will take the Red scare to frighten her home.

All are not sphinxes and mummies in Egypt!

"A NAVY SECOND TO NONE."

Construction Record of the Present Administration Reviewed.

TO THE EDITOR OF THE SUN:—The Secretary of the Navy, Joseph Daniels, is now in Europe. His ostensible purpose in making this trip is the gathering of information in England and elsewhere concerning the design of future naval vessels. He is also, in the States Navy, Mr. Daniels is accompanied by several department heads, among them the chiefs of the bureau of construction and repair, of steam engineering and of ordnance.

The respecting policy is allowed to believe that the strategy of the data sought are to be applied to the design of the sixteen capital ships called for in the Administration programs just turned down by the recently deceased Congress, though urged by a cryptic note from Mr. Daniels of Paris. It is from Mr. Joseph Daniels' trying to make up his mind about the design for the six battle cruisers of the 1914 programme.

Think of it—a three year programme now three years old, and the six most important elements of our fleet laid down! Or if laid down, at least slightly advanced that complete changes of design are still feasible.

Now let us carefully consider the construction record of the present Administration. The last year's programme, which was laid down, fully points with pride to Democratic achievements.

From April 6, 1917, the date of our entrance into the war, up to the signing of the armistice one year and seven months later there have been added to the line of the fleet just two units, the Arizona and the New Mexico. These were the first fruits of a Democratic Congress dating back to the last year of Mr. Taft's regime.

Of these the Arizona showed grievous machinery defects on her last cruise. Guatemala was built at a United States navy yard—necessitating extensive repairs before she had been three months in commission; and the New Mexico, on Mr. Wilson's recent flying visit to the United States, had to part company with her crew owing to serious trouble with her machinery. So far as is known, the Idaho, recently put in commission, and the Mississippi, some three months in service, are still afloat and mobile.

And what of the three year programme of 1917? Ten dreadnoughts, six battle cruisers, ten thirty-five knot (sic) scouts and fifty destroyers. Well, some twenty-six of these destroyers got into the game before it ended, although Congress most lavishly provided extra emergency funds for some \$500,000. It is impossible to cite exact figures owing to the policy of "not creating clamor flags." And your readers may perhaps recall the oft repeated and plaintive cry of "capital ship construction halted due to imperative need for destroyers." The mountain in labor: behold the mouse!

We have been told that Admiral Taylor is the greatest living chief constructor; Griffin a peerless chief engineer; Earle a chief of ordnance sans pareil, and we are inclined to believe it; but all their brains and prowess are set at naught by the lack of decision on the part of the Secretary who has the final veto over their designs.

While we were puffing away building submarine chasers until sea duty; fattening Ford's already plethora pocketbook with contracts for overloads and unseaworthy Eagle boats—none of which, by the way, ever saw sea service—and gathering a naval personnel approaching 150,000 in number, England was busily engaged in patrolling the seven seas, blockading the German fleet, transporting 250,000 soldiers overseas, and at the same time steadily adding to the ships of her mighty fleet, even finding time to design and construct in time for her five "Hush" ships of thirty-two knots and over and her famous Q boats, the chiefest scourge of the U-boat submarines. It is interesting to note that at no time did her personnel of the royal navy exceed 450,000.

Messrs. Daniels and Wilson demand that we create a navy greater than England's, "a navy second to none." It is to laugh! I think, in view of the recent history of the "Sixty," that the action of the "Sixty," that we would not, certainly it is that under the present regime we couldn't if we would.

New York, March 26. H. D. B.

TRADE BRIEFS.

Consul-General A. G. Snyder calls attention to the advisability of American export houses having offices and displays of goods at one of the terminal ports of Europe. He says that the United States has a large trade in Europe, and many buyers on their way to European ports to trade might be diverted to the